

TECHNICAL FIELD OF THE INVENTION

This invention relates to a sun visor for a vehicle.

BACKGROUND ART

5 The conventional sun visor for a vehicle can be moved from its position against the windscreen to a position roughly at right angles thereto against the side window. In this position there is generally always a gap between the edge of the visor and the door frame which means that the sun can enter to the discomfort of the user.

10 There is often a gap between the driver's and the passenger's visor and the sun may enter this gap with discomfort to one or both persons. Another problem arises with short drivers who receive the full force of the sun under the conventional visor.

It is an object of the present invention to provide a visor assembly which obviates or at least greatly overcomes these problems.

DISCLOSURE OF THE INVENTION

15 According to the invention a sun visor for a vehicle includes a first unit which is supported on a bracket and a second unit which is associated with the first unit and is movable in relation thereto to form an extension below and/or to one side thereof.

In a preferred form of the invention the bracket is swivelable between the windscreen and side window positions

20 In one form of the invention the second unit hooks on to the first and is slidable away therefrom to a chosen distance to fill the gap between the end of the first unit and the centre of the windscreen when the unit is adjacent the windscreen; or to the gap between

the end of the first unit and the door frame when the unit is adjacent the window; or even beyond, if found necessary.

In an alternative form of the invention a third unit is slidable on the second unit. Other arrangements are possible without departing from the general spirit of the invention.

5 BRIEF DESCRIPTION OF THE DRAWINGS

Embodiments of the invention are described below with reference to the accompanying drawings, in which :

Figures 1 to 5 are diagrammatic representations of the various positions and arrangements of the visor of the invention;

10 Figure 6 is an isometric view of a visor according to the invention in its completely closed position;

Figure 7 shows a first open position of a visor;

Figure 8 shows a second open position of the visor in an intermediate state (i.e. not fully in the second position);

15 Figure 9 is an isometric view of another possible position of the visor;
and

Figure 10 is a similar view of a yet further possible extended position of the visor.

BEST MODE FOR CARRYING OUT THE INVENTION

In Figure 1 a first unit 10 of conventional arrangement is provided. A second unit
20 12 has hooks 14 so that it can be retained on the first unit. When required, it can be slid from this position to a second and extended position to provide additional protection against the sun.

In Figure 2 the second unit has a slidable unit 15 which may be slid to the position shown in order to shield a driver (and particularly a short driver) from the sun at a
25 low angle, whereas

in Figure 3 the third unit 15 is slided to a position as shown to shield the driver from the gap between the end of the visor and the centre of the windscreen.

In Figure 4 the visor is turned to be against the side window 20. The third unit 14 can then be slided towards the rear of the window to increase the shielding action from the sun on that side of the vehicle. It will be appreciated that the third unit may alternatively be slided to a position corresponding with that of Figure 2.

Turning now to Figure 6, a visor comprises a base 40 which is attached to an existing visor 42 by means of hooks 44. The hooks may be located in any of a number of slots 46 in the base to suit the desired arrangement.

10 The base has an aperture 48 which corresponds to the vanity mirror of the conventional visor.

A frame 50 carrying a screen 52 is mountable on the base by means of channelled slides 54 so that it is slidable downwardly (Figure 7) to increase the vertical dimension of the visor; or to the left (Figure 8) to provide additional shade at the central zone of the windscreen. This may also be achieved by providing that the screen is hinged at 55.

The versatility of the visor of the invention is illustrated in Figures 9 and 10. In the former the second unit is dropped as in Figure 7 and the third unit is slided to a central position; while in the latter Figure 10, the third unit is swung to a position adjacent the side window while the second unit remains in its Figure 7 position.

20 The hinging of the screen also allows an additional position in which the conventional visor and base remain to protect against the direct ingress of sun rays from the front and against rays entering the side window by means of the screen being angled suitably.

The screen may be made from a tinted transparent medium to shield the driver or passenger from harmful or discomforting rays of the sun.

Tension spring loops 60 (not shown) are provided at the hinges 54 so that the screen is maintained in its desired angular position.

It will be appreciated that a minimum of parts are provided so that the unit is inexpensive having regard to its versatility.